





## Intimation.

**Wm. Powell, Ltd.,**

**GENTLEMEN'S OUTFITTERS**

**NEW GOODS. SOFT DRESS-SHIRTS**

**VERY LIGHT WEIGHT PERFECT FITTING.**

**NEW GELNETT**

**UNDERWEAR**

**COOL SAFE DURABLE.**

**BATH ROBES**

**LARGE ASSORTMENT.**

**NECKWEAR**

**Exclusive Designs. Specially Selected. ART SHADES**

**IN CREPE DE CHINE**

**IRISH POPLIN, ETC.**

**EVERYTHING FOR GENT'S WEAR.**

**W.M. POWELL, LTD.**

**28, Queen's Road. (Opposite Clock Tower.)**

**Hongkong, 27th August, 1911**

## ROSE AND STRESS OF ENGLISH SOCIETY.

THE MODERN WOMAN'S FEAR OF BEING DULL.

Though the modern woman grows, admittedly shorter and shorter, it certainly grows more strenuous each succeeding year, writes an English society paper. Indeed, there seems no keeping pace with the society and the scramble of the social rush, which is the chief characteristic of life to-day. Curiously enough, it is the women of the leisured classes who set the pace which all the world is endeavouring to keep up with.

The Society woman, with apparently no hindrance whatever to do, has suddenly become possessed with a mania for restless activity. She lives her life at the top speed of excitement, and more of it than she finds an eighteen hour day all too short to accomplish one-half of all she has to get through.

The trivial round miles such heavy demands upon both time and energy. Since the modern woman has elected to "fill her life" and social leaders strive to be the pioneers of every new cause, it has become the fashion for dowagers and for debutantes alike to be as brisk as larks and as busy as bees.

To short life, from the modern woman's point of view, must be lived in the most modern fashion—i.e., at the highest possible pressure—if it is to be anything save monotonous. Consequently, it is an uncommon thing to find that in one short day of the London season some delicate and highly-strung debutante will, under present conditions, manage to cram quite as much variety and amusement as would suffice an ordinary mortal for a month.

"A short life and a merry one," is the motto of the up-to-date leader of fashion, as she speeds on her way, going from one fresh life to another living in crowds from morning until night—never pausing long enough to allow herself to grow interested and absorbed in any one pleasure.

The fact is, she is haunted by the modern bugbear of social existence—the fear of being dull—that great factor which urges one and all along in pursuit of pleasure that leads to very little save the fashionable nervous breakdown or some form of acute neuritis, which has made the fashionable cure at some foreign spa not only a necessity, but a necessary panacea for the over strain and the exhaustion which is the inevitable result of the life we are all endeavouring to lead.

Small wonder that this is the case when the modern woman attempts so much, and when she literally allows herself neither rest nor relaxation.

"One must either do everything, or else do nothing," is the popular fallacy nowadays. Consequently, every other woman one meets is striving to do everything, to be seen everywhere—ever fearful of being left behind in the social scramble.

For her interests are nothing if they are not all-embracing. There is nothing that does not come under her immediate patronage. The successful Society leader finds all kind of demands made upon her. She is looked to as the pioneer of every new cause—the patroness of this, that, and the other thing. One day she is busy promoting a society composed of her friends who drive their own motors; the next sees her financing the latest aviation scheme. She is as enthusiastic about polo as she is over racing.

To be thoroughly up-to-date, she must hunt and shoot; she is expected to be an expert at bridge, and an adept at whatever game happens to be the fashion of the hour. Moreover, she is supposed to have more than a smattering of intellectual knowledge—and she manages to keep herself abreast with the various topics of the hour in the most astonishing way.

At any big dinner party during the season it is no uncommon thing to hear a pretty woman talking as brilliantly to one neighbour concerning the political situation as she does about the latest cricket score, or the chances of making money over the oil or rubber boom, to the man on her other side.

When she gets all her information from how she retains it all is one of the wonders of the present day! One thing she never does is to allow herself to grow rusty or to drop behind the time. Her day is spent in one long round of unending energy. The morning finds her busy with all manner of household and social duties, with an occasional political or philanthropic committee sandwiched in between the trying on of frocks or having her face massaged.

Her afternoon engagements are so numerous and so varied, that were it not for the fact that motor traffic has nearly doubled her day, she could never hope to get through one half of what she undertakes; while, so far from regarding night as a time for rest, she gaily turns the hours of darkness into day. What with private dinners, the opera, theatre, receptions, dances, balls, and at home, there is scarcely a day throughout the entire season that she ever thinks of getting to bed before the dawn—and another day fuller and more exciting than the one that is finished lies before her.

Week in, week out, she sees the same state of affairs. Her engagements list is scribbled all over with a list of social duties that she knows have to be got through somehow or another. As every year her list of interests increases, the social duties connected with them leave her less and less time for herself.

Week-ends are well-nigh as full as any other times. A motor trip to some remote corner of the map whistles away the whole of Saturday afternoon, and the greater part of Monday morning, so shortening her precious week by almost half the time that was at her disposal before the week-end habit became an obsession with the modern set.

In a like manner, everything else is carried until every intense and amusement is compressed into tablet form. For to be thoroughly in the swim, so far as Society is concerned, leaves one literally no time in which to even pause and consider how enormous is the

strain which modern existence puts upon one's nervous system. The only way to get through at all is to whip oneself up, and to put on all possible speed, and go on until one drops—or until the welcome respite after Obvies and Goodwood comes. Small wonder, in the face of such a state of affairs, that over-wrought nerves are becoming something more than a fall; small wonder that English women are developing characteristics which hitherto have been associated with their American cousins only; small wonder that the drug and the drink habit is fast becoming one of the most pernicious evils of to-day.

## BRITISH STEAMSHIP'S TRYING EXPERIENCE.

A LONG TOW T. NICOLAEVSK.

The British steamer *Victoria*, which left Shanghai on the 11th ult. for Nicolaevsk via Nagasaki, with two Chinese steamers in tow, the *Tanai* and *Tanaka*, met a storm on the 14th of the same month while off Chiyokyo Island in Kaigun province, Korea. The vessels, we learn from the *South Seas* of Tuesday last, were tossed about violently and the *Victoria*, finding it almost powerless to continue her voyage with the two Chinese steamers, left the latter and returned to Fusan by herself. On the 18th she proceeded again in search of the Chinese steamers left behind and recovered the *Tanai* off Chiyokyo Bay. The British steamer and the *Tanai* arrived at Wonsan on the 20th and at once telegraphed to the office in Shanghai to that effect. A reply was received stating that the other vessel, the *Tanaka*, was taking refuge at Chumunjin. Being informed of the geographical position of Chumunjin by the Japanese warship *Yakumo*, the *Victoria* proceeded thither and succeeded in finding the missing ship. The *Victoria*, with the *Tanaka*, arrived at Wonsan on the 23rd ult. None of the vessels had any cargo or passengers on board. The steamers sustained no damage, and it may be presumed that they have long since reached Nicolaevsk.

## JAPAN'S FIRST AIRSHIP.

SUCCESSFUL P. ELIMINARY TRIALS.

The first trial of the Japanese airship was held at Otsu between Tokyo and Yokohama on the 9th and the result was reported to have been quite satisfactory as the airship rose to a height of 100 metres and showed its capability of steering against a head wind. The second trial was held on the 21st. The weather conditions were good and all sorts of trials with the balloon passed off satisfactorily. The number of revolutions of the motor was 600 per minute. A further trial will be held shortly. The airship was designed by Mr. Yamada, who supplied balloons to the Japanese army during the recent war. The airship is almost triangular in shape, as all Japanese balloons are, and it was filled with 1,000 cubic metres of gas. The horse power of the gasoline motor fitted is 14. Considerable interest in this balloon is being shown by the Japanese papers, as it relates to the first Japanese airship constructed in the country.

## Intimations.

HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the Hongkong Cricket Club Pavilion on MONDAY, the 26th September, at 5.50 P.M.

A. E. ASGER, Hon. Sec. and Treas.

Hongkong, 20th September, 1910.

H.M.S. "BEDFORD" RELIEF FUND.

AN ENTERTAINMENT in aid of the above will be held at the City Hall on the evenings of the 15th and 17th October. For her particulars will be announced later. Hongkong, 21st September, 1910.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, ARCADE STREET, HONGKONG.

Hongkong, 21st September, 1910.

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## Public Company.

DOUGLAS STEAMSHIP CO. LD.

THE ORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Offices, TO-MORROW, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.

THE TRANSFER BOOKS of the Company will be CLOSED from the 5th to 24th September, both days inclusive.

DOUGLAS LARRAIK & Co., General Managers. Hongkong, 23rd September, 1910. [58]

## Notices of Firms.

NOTICE.

WE have this day admitted Mr. ARTHUR NILSSON as partner in our firm. OLOF WIK & CO. AGENTS, LIMITED. Gothenburg, 1st September, 1910. [61]

NOTICE.

WE have this day been appointed Agents for the SWEDISH EAST ASIAN STEAMSHIP CO., LTD. OLOF WIK & CO. AGENTS, LIMITED. Gothenburg, 1st September, 1910. [616]

NOTICE.

WE have this day been appointed SOLE AGENTS for the SWEDISH LLOYD S.S. Co. OLOF WIK & Co., AGENTS, LTD. Gothenburg, 15th July, 1910. [512]

## Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [5]

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LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

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## HONGKONG AVERAGE MARKET PRICES.

Corrected 13th Sept., 1910, 100 lbs. per 8 Mux.

BUTCHER MEAT.

Beef steaks & prime cut—Mei Lung Pa 20

" Corned—Ham Ngau Yok 22

" Roast—Shih 22

" Breast—Ngau Lam 15

" Soup, Tong Yak 20

" Steak—Ngau Yak Pa 22

" Sirloin—Ngau Lau 20

" Sausages—Ngau Yak Chong 20

Bellock's Brakes—Kao 20

" Tongue—Ngau Li 20

" Corned—Ham Ngau Li 20

" Head—Ngau Tau 20

" Heart—Ngau Sum 20

" Hump, Salt—Ngau Kin 20

" Feet—Ngau Keok 20

" Kidneys—Ngau Yiu 20

" Tail—Ngau Mei 20

" Liver—Ngau On 20

" Tripe (addressed)—Ngau To 20

Calves' Head and Feet—Ngau Chai 20

" Mutton Chop—Yeung Fai Kwai 20

" Leg—Yeung Fai 20

" Shoulder—Yeung Shau 20

" Pig's Chilling—Chai Chong 20

" Brains—Chai Know 20

" Feet—Chai Keok 20

" Fry—Chai Chak 20

" Head—Chai Tau 20

" Heart—Chai Sum 20

" Kidneys—Chai Yiu 20

" Liver—Chai Koo 20

" Pork Chop—Chai Fai Kwai 20

" Corned—Ham Chai Yok 20

" Leg—Chai Lai 20

" Fat or Lard—Chai Yau 20

Sheep's Head and Feet—Yeung Tau 20

" Keok 20

" Heart—Yeung Sum 20

" Kidneys—Yeung Yiu 20

" Liver—Yeung On 20

" Sucking Pig, To Order—Chai Chai 20

" Suet Beef—Sang Ngau Yau 20

" Mutton—Sang Yeung Yau 20

" Veal—Ngau Chai Yok 20

" Sausages—Ngau Chai Yok Tong 20

" Sausages—Ngau Chai Yok Tong 20

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Check for their presence.



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Yokohama, Victoria and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).  
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 5TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 27 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car) crossing the American Continent by Canadian Pacific direct line.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services; European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop-over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port  
Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
L. W. BRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	TUNGSHING	TUESDAY, 27th Sept., Noon.
SHANGHAI	WOSANG	WEDNESDAY, 28th Sept., Noon.
TIENTSIN	CHIPSUNG	THURSDAY, 29th Sept., Noon.
MANILA	LOONGSANG	FRIDAY, 30th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	KUITSANG	TUESDAY, 4th Oct., Noon.
SHANGHAI, KOBE & YOKOHAMA	NAMSANG	SATURDAY, 8th Oct., Noon.

## RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang, Namang* and *Kochang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kufat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to  
JARDINE MATHESON & CO., LD.,  
Telephone No. 215.  
Hongkong, 23rd September, 1910.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"ANHUI"	25th Sept., Daylight.
TIENTSIN	"KUEIKOW"	25th Sept., Daylight.
MANILA	"TEAN"	27th Sept., 4 P.M.
SHANGHAI	"CHENAN"	29th Sept., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA"	30th Sept., 4 P.M.
CHEFOO & NEWCHOWANG	"NANOHANG"	1st Oct., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA-TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chuan, Linan, Chinghai*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage apply to  
BUTTERFIELD & SWIRE,  
Telephone No. 15.  
Hongkong, 23rd September, 1910.

## HONGKONG—MANILA.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2500	R. Ridger	MANILA	SATURDAY, 24th Sept., at Noon.
LAURO	2500	A. Fraser	"	SATURDAY, 1st Oct., at Noon.

For Freight or Passage apply to  
SHEWAN TOMES & CO.,  
Telephone No. 174.  
Hongkong, 17th September, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 5th Oct., at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 10th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW and AMOY	"JOSHIN MARU" Captain H. Murayama	SUNDAY, 25th Sept., at 8 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Captain Y. Yamamoto	WEDNESDAY, 18th Sept., at Noon.
SHANGHAI via SWATOW, AMOY and FOCHOOW	"BOJUN MARU" Captain Y. Feseno	THURSDAY, 6th Oct., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1st Class, \$73.00; 2nd Class, \$55.00; 3rd Class, \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHUN MARU" and "BOJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd September, 1910.

S. HIROI, Manager.

Hongkong, 23rd September, 1910.

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## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 5th Oct., at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 10th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW and AMOY	"JOSHIN MARU" Captain H. Murayama	SUNDAY, 25th Sept., at 8 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Captain Y. Yamamoto	WEDNESDAY, 18th Sept., at Noon.
SHANGHAI via SWATOW, AMOY and FOCHOOW	"BOJUN MARU" Captain Y. Feseno	THURSDAY, 6th Oct., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1st Class, \$73.00; 2nd Class, \$55.00; 3rd Class, \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHUN MARU" and "BOJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd September, 1910.

S. HIROI, Manager.

Hongkong, 23rd September, 1910.

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Hongkong, 23rd September

## Consignees

## "SHIRE" LINE OF STEAMERS, LIMITED.

## NOTICE TO CONSIGNEES.

## FROM EUROPE.

## THE Company's Steamship

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's hazardous and/or extra hazardous Godowns at Kowloon, where such consignments will be stored out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 24th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined at 9.30 A.M. on 24th inst. No claims will be received after Goods have left the Godown nor will they be recognised if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

## FROM EUROPE.

## THE H. A. L. Steamship

"C. FERD. LARSEN" Captain Knisel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 9 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO

Ex ss. President Lincoln from New York, Germany from Gothenburg, R. M. from Seattle.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 22nd September 1910.

## COMMERCIAL

## TODAY'S EXCHANGE.

## Selling.

London-Bank T.T.	104 1/4
Do. Demand	104 1/4
Do. 4 months' sight	104 1/4
France-Bank T.T.	104 1/4
America-Bank T.T.	104 1/4
Germany-Bank T.T.	104 1/4
India T.T.	104 1/4
Do. Demand	104 1/4
Shanghai-Bank T.T.	104 1/4
Singapore-Bank T.T.	104 1/4
Japan-Bank T.T.	104 1/4
Java-Bank T.T.	104 1/4

## Buying.

4 months' sight L/C	104 1/4
6 months' sight L/C	104 1/4
30 days' sight San Francisco	104 1/4
4 months' sight do.	104 1/4
30 days' sight Sydney & Melbourne	104 1/4
4 months' sight do.	104 1/4
4 months' sight Germany	104 1/4
Bar Silver	104 1/4
Bank of England rate	104 1/4
Switzerland	104 1/4

## SHIPPING AND MAILS

## MAILS DUE.

American (Korea) 24th inst.	
Indian (Catharine) 25th inst.	
Canadian (Empress of Japan) 26th inst.	
Indian (Kaituma) 27th inst.	
American (Nippon Maru) 28th inst.	
American (Sakura) 29th inst.	
American (Chama) 30th inst.	
Canadian (Montclair) 1st inst.	

The P. M. S. S. Co.'s ss. *Manchuria* from this port, arrived at San Francisco on 19th inst. The Barber Line ss. *Savara* called from New York on 21st inst., for Hongkong via the Straits.

The C. P. R. Co.'s R.M.S. *Montclair* left Vancouver for Hongkong via usual ports of call on 20th inst., p.m.

The N. Y. K. ss. *Kikyo Maru*, European Line, left Shanghai for this port on 23rd inst., and is expected here on 24th inst.

The N. Y. K. ss. *Yamato Maru*, Australian Line, left Shanghai for this port on 23rd inst., and is expected here on 24th inst.

The N. Y. K. ss. *Tango Maru*, European Line, left Shanghai for this port on 23rd inst., and is expected here on 24th inst.

The Imperial-Godown-Mall ss. *Prince of Wales*, which left here on 23rd inst., at 11 a.m., arrived at Canton on 24th inst., at 7 a.m.

The N. Y. K. ss. *Yamato Maru*, American Line, left Kobe for this port via Mol and Shanghai on 23rd inst., and is expected here on 24th inst.

The C. P. R. Co.'s ss. *Empress of Japan* arrived at Kobe at 1 p.m., on 23rd inst., and left again at midnight, en route for Shanghai, where she is due to arrive at 4 a.m. on 24th inst.

## DOCK RETURNS.

## RAILROADS.

Demolition of the old Quarry Bay Dock, Union, Japan, and other works, are being carried out by the Government.

## ROBBERY RETURNS

## July August Total

Allagar	5,520	5,520	11,040
Allor Pongee	7,150	5,520	12,670
Alma	850	3,000	3,850
Anglo Malay	51,627	22,654	74,281
Ayer Kuning	—	195	195
Ayer Molak	2,013	1,810	3,823
Ayer Panas	810	1,700	2,510
Batu Tiga	8,757	8,000	16,757
Batu Rabi	1,335	1,700	3,035
Batu Tiga	2,700	3,400	6,100
Batu Tiga	17,458	17,458	34,916
Batu Tiga	8,426	8,426	16,852
Batu Tiga	9,725	12,000	21,725
Batu Tiga	2,051	2,500	4,551
Batu Tiga	1,188	1,594	2,782
Batu Tiga	5,473	5,513	10,986
Batu Tiga	30,840	30,840	61,680
Batu Tiga	3,800	4,000	7,800
Batu Tiga	621	873	1,494
Batu Tiga	356	—	356
Batu Tiga	12,000	12,000	24,000
Batu Tiga	3,700	3,700	7,400
Batu Tiga	3,653	3,653	7,306
Batu Tiga	1,400	1,500	2,900
Batu Tiga	16,000	—	16,000
Batu Tiga	23,401	23,000	46,401
Batu Tiga	268	—	268
Batu Tiga	2,213	2,400	4,613
Batu Tiga	123,772	—	123,772
Batu Tiga	6,500	6,500	13,000
Batu Tiga	60,357	—	60,357
Batu Tiga	31,720	33,000	64,720
Batu Tiga	21,000	21,000	42,000
Batu Tiga	17,335	2,001	19,336
Batu Tiga	4,859	4,788	9,647
Batu Tiga	5,114	10,072	15,186
Batu Tiga	70,137	—	70,137
Batu Tiga	10,000	10,000	20,000
Batu Tiga	190	1,783	1,973
Batu Tiga	11,000	4,630	15,630
Batu Tiga	349	618	967
Batu Tiga	1,100	1,100	2,200
Batu Tiga	39,260	39,260	78,520
Batu Tiga	11,400	10,511	21,911
Batu Tiga	824	861	1,685
Batu Tiga	100	100	200
Batu Tiga	11,758	47,054	58,812
Batu Tiga	18,810	20,170	38,980
Batu Tiga	64,173	—	64,173
Batu Tiga	7,935	8,880	16,815
Batu Tiga	3,507	3,507	7,014
Batu Tiga	3,000	4,500	7,500
Batu Tiga	150	212	362
Batu Tiga	5	3,005	3,010
Batu Tiga	10,015	—	10,015
Batu Tiga	2,640	3,001	5,641
Batu Tiga	3,300	17,847	21,147
Batu Tiga	48,130	47,280	95,410
Batu Tiga	16,015	15,416	31,431
Batu Tiga	36,973	34,105	71,078
Batu Tiga	9,444	10,058	19,502
Batu Tiga	71,000	73,500	144,500
Batu Tiga	6,015	17,018	23,033
Batu Tiga	331	331	662
Batu Tiga	22,500	27,000	49,500
Batu Tiga	1,025	2,250	3,275
Batu Tiga	415	501	916
Batu Tiga	60	150	210
Batu Tiga	14,075	15,000	29,075
Batu Tiga	3,350	3,100	6,450
Batu Tiga	37,438	28,000	65,438
Batu Tiga	3,300	3,300	6,600
Batu Tiga	968	835	1,803
Batu Tiga	58,414	—	58,414
Batu Tiga	785	4,244	5,029
Batu Tiga	1,017	—	1,017
Batu Tiga	597	—	597
Batu Tiga	5,437	5,797	11,234
Batu Tiga	16,500	16,500	33,000
Batu Tiga	1,850	2,000	3,850
Batu Tiga	3,507	3,507	7,014
Batu Tiga	105	630	735
Batu Tiga	7,031	7,700	14,731
Batu Tiga	6,750	7,666	14,416
Batu Tiga	4,830	36,710	41,540
Batu Tiga	100,000	—	100,000
Batu Tiga	9,341	9,341	18,682
Batu Tiga	74,500	—	74,500
Batu Tiga	201,341	—	201,341
Batu Tiga	38,615	31,558	70,173
Batu Tiga	535	806	1,341
Batu Tiga	6,450	6,446	12,896
Batu Tiga	10,500	11,000	21,500
Batu Tiga	11,780	5,155	16,935
Batu Tiga	5,400	5,000	10,400
Batu Tiga	146,850	—	146,850
Batu Tiga	3,858	5,700	9,558
Batu Tiga	9,903	30,821	40,724
Batu Tiga	964	1,124	2,088
Batu Tiga	1,320	1,320	2,640
Batu Tiga	680	700	1,380
Batu Tiga	15,500	15,500	31,000
Batu Tiga	324	373	697
Batu Tiga	5,064	6,100	11,164
Batu Tiga	2,160	—	2,160
Batu Tiga	713	446	1,159
Batu Tiga	1,015	8,435	9,450
Batu Tiga	3,710	4,010	7,720
Batu Tiga	212,737	—	212,737

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—Singapore Free Press.]

## THE WEATHER

On the 23rd at 11.55 a.m.—The barometer has fallen slightly over S. China, Annam and Tonkin.

There are indications of the existence of a depression over the China Sea in the neighbourhood of the Philippines.

The high pressure area has moved Eastwards and is now over Japan.

Pressure is rising away in Westward, but increased again on the N.W. coast of China.

A depression appears to be moving Eastwards over S. Manchuria.

Strong E. winds may be expected over the W. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.00 inches.

Forecast:—Hongkong and neighbourhood, E. winds strong, equally, probably some showers.

—Fuzhou, Canton, N.E. winds, moderate.

—South coast of China between Hongkong and Japan, E. winds, fresh.

—North coast of China between Hongkong and Japan, N.E. winds, fresh.

## Shipping

## Arrivals

## From Europe

## From America

## From India

## From Japan

## From Australia

## From the East

## From the West

## From the South

## From the North

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## Post Office

## Mails

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

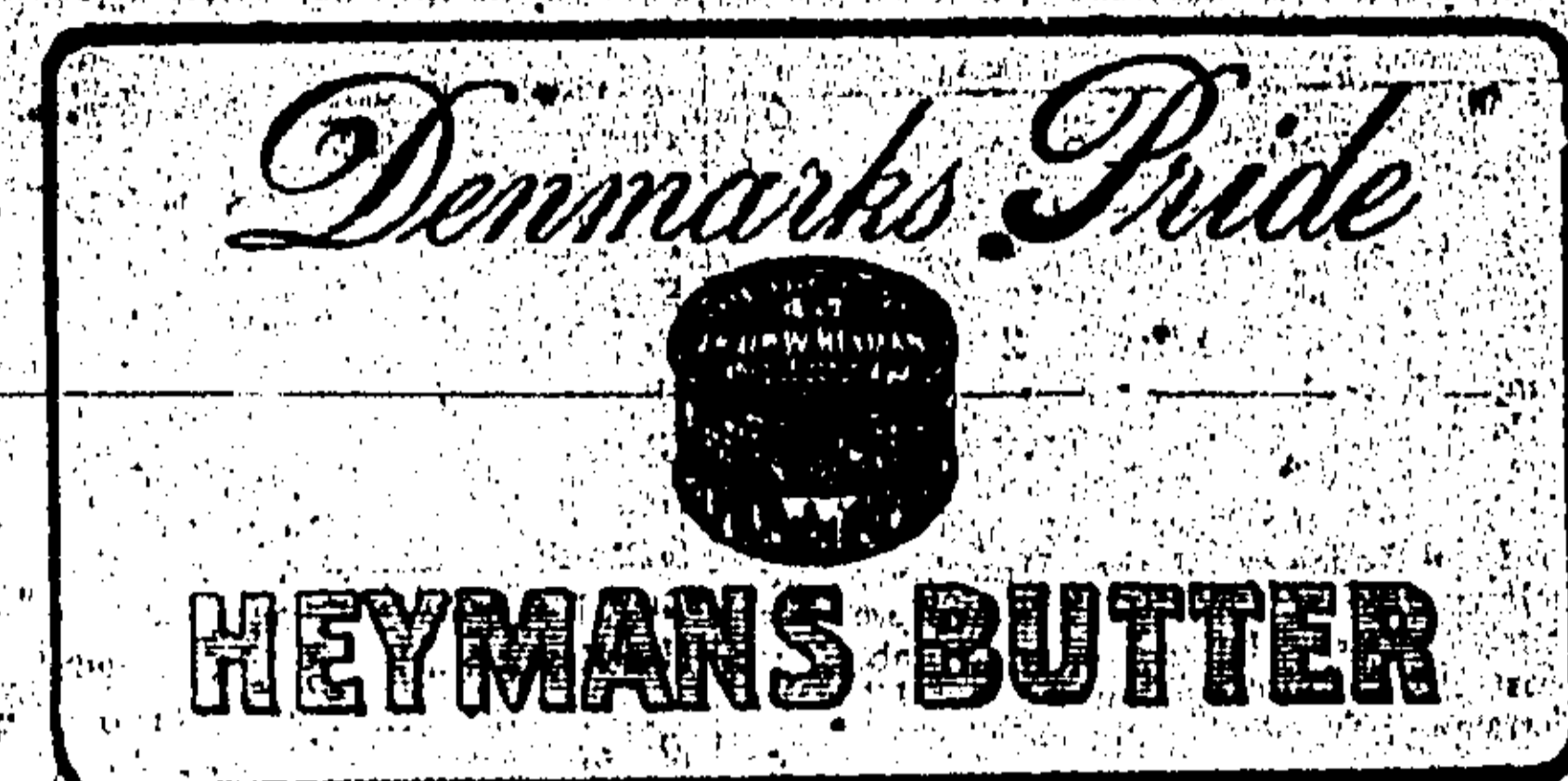
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	PORTION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND.	STOCKS AT CLOSING QUOTATIONS	CLOSING QUOTATIONS
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$135	\$135	\$1,500,000	\$2,019,310	£1 for first half year ending 30.6.10 @ 4s 10d = \$11.25	5 X	\$910 sellers
National Bank of China, Limited	99,995	7	6	\$4,000,000	\$30,552	2s (London 1/6) for 1909	—	\$78 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$350	\$350	\$1,500,000	none	\$10 for 1909	6 X	\$100 sales
North China Insurance Company, Limited	10,000	£15	£15	\$1,500,000	Tls. 207,575	Final of 7/6 making 15/- for 1908	5 X	Tls. 115 buyers
Union Insurance Society of Canton, Limited	118,400	\$350	\$100	\$1,500,000	\$237,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 X	\$120
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000	\$707,617	£12 for year ending 31.12.08 and interim of 5/- on account of 1909	7 X	\$200
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000	\$418,406	5/- and bonds 3s for 1908	7 X	\$116 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$350	\$50	\$1,000,000	\$426,218	3s for 1908	8 X	\$255 sa. & b.
<b>SHIPPING.</b>								
China and Malacca Steamship Company, Limited	10,000	\$15	\$15	\$1,500,000	Dr. \$3,777	5s for 1908	—	\$10 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,500,000	Nil	2s for year ending 30.6.1908	—	\$14 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$1,500,000	\$20,706	Dividend of 1s 10d for 30.6.10	8 X	\$31
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,500,000	£1,537.82	6/- for 1907 on Preference shares only @ 1/9 11/16 = 5/- 15d	—	\$50 sellers
Do. (Deferred)	60,000	£5	£5	\$1,500,000	£1,537.82	3rd 10/- of 1/- per share (comp. No. 12) making in all 4/- for 08 & interim of 1/- for ac. '09	5 X	\$45 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,500,000	£192,094	A dividend of 7 1/2 % for yr. ending 30.4. 1910	8 X	\$10
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,500,000	\$1,159	A bonus of 5 %	—	\$10
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,500,000	Dr. \$8,000	5s per share for 1909	6 X	\$150 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,500,000	Dr. \$125,801	5s for 1909	—	\$24 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,500,000	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 X	Tls. 16 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$1,500,000	none	First year	—	Pa. 12
Ramb-Australia Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000	£4 1/2	5s per share 1910 dividend	5 X	\$74 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	\$1,500,000	none	Final of Gold \$2.65 for 1909 in all G \$1.15	—	30/-
Docks, Wharves & Godowns	18,000	\$25	\$25	\$1,500,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	—	\$90 sellers
Fanwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,500,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	—	\$90 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,500,000	\$20,706	5s for 1909	4 X	\$241 sellers
Hongkong & Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,500,000	\$125,735	No dividend paid this year	—	\$50 sales
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,750	Tls. 100	Tls. 100	\$1,500,000	Tls. 6,261	Final of Tls. 3 making Tls. 6 in all for 1910	6 X	Tls. 75 sellers
Shanghai and Hongkew Wharf Company, Limited	10,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 6,261	Interim of Tls. 3 for 1910	7 X	Tls. 112 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-Siam Land Investment Co., Ltd.	125,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 4,314	Tls. 5 for year ending 30.6.09	18 X	Tls. 97 sellers
Central Stores, Limited	50,000	\$15	\$15	\$1,500,000	\$1,075	\$1.50 on old shares and 1.30 on new shares	8 X	\$16 buyers
Hongkong Hotel Company, Limited	8,000	\$10	\$10	\$1,500,000	\$27,014	Final of 1908 ending 31.12.09	2 X	\$199 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$10	\$10	\$1,500,000	\$27,014	Final of 1908 ending 31.12.09	7 X	\$101 sa. & b.
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$27,014	45 cents for 1909	6 X	\$91
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,500,000	\$27,014	5s for 1909	8 X	\$31 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 6,261	Interim of Tls. 3 for 1910	6 X	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	\$1,500,000	\$1,075	Final of 1908 making in all 3.50 per share for 1909	8 X	\$39
<b>COTTON MILLS.</b>								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 10,991	Tls. 11 for year ending 31.12.09	8 X	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,500,000	\$6,511	50 cents for year ending 31.12.08	10 X	Tls. 74 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,500,000	\$6,511	Tls. 7 1/2 for year ending 30.6.09	12 X	Tls. 55
Lap-Long-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 11,178	Tls. 12 for 1909	7 X	Tls. 55
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 11,178	Tls. 12 for 1909	10 X	Tls. 500 buyers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,000	£12/6	£12/6	\$1,500,000	£248	15% per share for 1908	—	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,500,000	\$248	60 cents for 1909	6 X	\$10 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,500,000	\$248	60 cents for year ended 23.12.08	—	\$1.40 sellers
China Special Shares	50,000	\$5	\$5	\$1,500,000	\$248	60 cents for 1909	9 X	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,500,000	\$248	\$1.20 for year ending 31.12.09	6 X	\$10 sellers
China Water Company, Limited	40,000	\$10	\$10	\$1,500,000	\$248	Final of 1908 making in all 75 cents	10 X	\$10 buyers
China Cement Company, Limited	400,000	\$10	\$10	\$1,500,000	\$248	12 per cent. viz. \$1.20 for 1909	12 X	\$14 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,500,000	\$248	A dividend of \$1.10 per share and a bonus of 10 cents	6 X	\$15
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,500,000	\$248	Final of 1908 for 1910	6 X	\$155
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,500,000	\$248	Final of 1908 making in all 75 cents	6 X	\$14 sellers
Hongkong Ice Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,500,000	\$248	Interim dividend of Tls. 12 1/2 (15th March)	5 X	Tls. 1,300 sa.
Manitoba Electric & Light Co., Ltd.	25,000	Ga. 100	Ga. 100	\$1,500,000	Tls. 126,682	Tls. 12 1/2 (15th March)	—	\$10 buyers
Peak Tramways Company, Limited	15,000	\$10	\$10	\$1,500,000	\$248	80 cents on fully paid shares and 5 cents on 1st paid shares for year ending 30.4.10	—	\$10 sellers
Peak Tramways Company (new)	15,000	\$10	\$10	\$1,500,000	\$248	None	—	\$10 sellers
Philippine Company, Limited	75,000	\$10	\$10	\$1,500,000	\$248	None	—	\$10 sellers
Shanghai-Siam Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	\$1,500,000	Tls. 5,250	No dividend this year	2 X	Tls. 140
Societe des Papiers et Papeteries de Tonkin	13,500	50	25	\$1,500,000	none	First year	—	\$50 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,500,000	Dr. \$21,090	None	—	\$500
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,500,000	\$27,014	None	—	Hong currency
United Waterworks Company, Limited	10,000	\$10	\$10	\$1,500,000	\$248	60 cents for year ending 31.12.09	8 X	\$10 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,500,000	\$248	60 cents per ord. share for year ending 31.12.09	5 X	\$113 sellers
Watkins, Limited	10,000	\$10	\$10	\$1,500,000	\$248	25 cents for 1909	11 X	\$10 buyers
Watson (S.S.) & Co., Limited	90,000	\$10	\$10	\$1,500,000	\$248	5 % for 1909	—	\$10 buyers
William Powell, Limited	35,000	\$7	\$7	\$1,500,000	\$248	None	—	\$14 buyers

## Hotel.

**BAND 1** **BAND 11** **BAND 111**  
AT THE  
**BELLE VIEW HOTEL.**  
SHAUKIWAN ROAD.  
Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.  
On SUNDAY, the 25th September (weather permitting).  
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.  
Dinner a la Carte 7.30 p.m.  
Dining Rooms can be reserved by telephoning to the undersigned.  
All cordially invited.  
W. GALLAGHER, Manager.  
Hongkong, 22nd September, 1910.

## Intimations



SIEMSEN &amp; CO., Sole Agents.

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## PEAK TRAMWAYS COMPANY LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.	to 10.00 a.m.	Every 10 minutes
10.00 a.m.	to 11.00 a.m.	Every 15 minutes
11.00 a.m.	to 12.00 p.m.	Every 15 minutes
12.00 p.m.	to 1.00 p.m.	Every 15 minutes
1.00 p.m.	to 1.45 p.m.	Every 15 minutes
1.45 p.m.	to 2.00 p.m.	Every 15 minutes
2.00 p.m.	to 3.00 p.m.	Every 15 minutes
3.00 p.m.	to 4.00 p.m.	Every 15 minutes
4.00 p.m.	to 5.00 p.m.	Every 15 minutes
5.00 p.m.	to 6.00 p.m.	Every 15 minutes

## NIGHT CARS.

4.45 p.m.	and 9 p.m.	to 11.15 p.m.	every half hour.
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## SUNDAYS.

8.00 a.m.	to 9.00 a.m.	Every 15 minutes
9.00 a.m.	to 9.30 a.m.	Every 30 minutes
9.30 a.m.	to 10.00 a.m.	Every 15 minutes
10.00 a.m.	to 11.00 a.m.	Every 15 minutes
11.00 a.m.	to 12.00 noon	Every 15 minutes
12.00 noon	to 1.00 p.m.	Every 15 minutes
1.00 p.m.	to 2.00 p.m.	Every 15 minutes
2.00 p.m.	to 3.00 p.m.	Every 15 minutes
3.00 p.m.	to 4.00 p.m.	Every 15 minutes
4.00 p.m.	to 5.00 p.m.	Every 15 minutes
5.00 p.m.	to 6.00 p.m.	Every 15 minutes

## NIGHT CARS on Week Days.

## SATURDAYS.

Extra cars at 1.15 p.m., 11.15 p.m. and 11.45 p.m.
--

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, One Victoria Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

HUNG ON & CO.,  
SHOW ROOM AND STORE  
at the Premises formerly occupied by  
A CHEE & CO.,  
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND  
FURNITURE  
IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver  
Plated, Glass and Iron Wares of all  
descriptions, always on hand, for sale or on  
hire at moderate rates.

FURNITURE WAREHOUSE  
LI KWONG LOONG & CO.

GABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE  
at  
No. 35, DES VIGES ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Have been patronised by the Hongkong  
Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., and other  
leading establishments in the Colony, to  
whom reference can be made as to the  
superior workmanship and materials of the  
Furniture, etc. supplied.

Messrs. A. S. Watson & Co., Ltd. write as  
follows:—  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Armchairs  
to our Dispensary and gave us every satis-  
faction."

(Sd.) A. S. WATSON & CO.  
24th May, 1910.

ORDERLY and prompt service of the  
Furniture and Art Decorators.

AN AFFAIR  
THE HONGKONG & SHANGHAI BANKING CORPORATION  
has been appointed to receive orders for all  
kinds of BANKING WORK.  
Customers' cheques, drafts, and orders  
and letters received and sent.

Orders and cheques for the Hongkong & Shanghai  
Banking Corporation, Ltd. may be sent to the  
Bankers for the Colony, Ltd. or to the  
Bankers for the Colony, Ltd. or to the  
Bankers for the Colony, Ltd.

## For Sale.

## FOR SALE

AT  
**GRACE & CO.**  
37, DES VIGES ROAD.

ASIATIC POSTAGE STAMPS  
and  
VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.  
Assortment of Stamps and Post Card  
Albums.

Postage Stamp Catalogues for 1910.  
Stock Books, Duplicate Pocket Books,  
Transparent Envelopes.

Two-cent, Maggifying Glasses, Perforation  
Gauges.

Novels, Books for parlours and household  
use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants  
Medals, Statuettes, Flower Seeds,  
Relief Scaps and Scrap Albums.

MANILA CIGAR AND  
CIGARETTES.  
&c., &c., &c.

Inspection invited.  
Hongkong, 22nd January, 1910.

NEW SHOP!  
JUST OPENED!!

DO NOT MISS LOOKING AT  
OUR WONDERFUL SELEC-  
TIONS OF

RARE JEWELS,  
&c., &c., &c.

MOHIDEEN &  
CO.

Dealers in  
CEYLON PRECIOUS  
STONES, &c.

38 & 40, QUEEN'S ROAD  
CENTRAL.

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